

R E S T R I C T E D

NATIONAL HEADQUARTERS
 CIVIL AIR PATROL
 500 FIFTH AVENUE
 NEW YORK 18, NEW YORK

Operations Directive)
 No. 42)

1 July 1944

REIMBURSEMENT SCHEDULES
CAP TOW TARGET AND TRACKING SERVICE

(This Operations Directive supersedes Operations Directive No. 42,
 1 January 1944.)

1. General

The Reimbursement Schedules presented herein cover the Per Diem Allowances for personnel on active duty assignment with CAP Tow Target Units and the Hourly Rates and Stand-by Allowances paid for the use of aircraft assigned to said Units.

2. Per Diem for Personnel

a. The following Per Diem Schedule will apply to all personnel assigned to said Units until further notice:

(1) Commanding Officer.....	\$10.00
(2) Pilot.....	8.00
(3) Flight Surgeon.....	8.00
(4) Master Mechanic-Engineering Officer....	8.00
(5) Mechanic.....	7.00
(6) Mechanic, Tow Reel.....	7.00
(7) Radio Technician.....	7.00
(8) Technical Section Head.....	6.00
(9) Clerk Technician.....	5.00
(10) Apprentice Mechanic.....	5.00
(11) Service Technician.....	5.00
(12) Security Technician.....	5.00

NOTE: The Per Diem Allowances set forth in the foregoing schedule will apply for each day personnel are on active duty assignment with CAP Tow Target Units. In cases of personnel on duty for periods of thirty or more consecutive days, said Per Diem Allowances will also apply for one rest day per week during such period. Rest days will not be cumulative.

b. The foregoing Per Diem Allowances for personnel on active duty assignment with CAP Tow Target Units are the only allowances made by the government to cover living expenses and personal services of said personnel.

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3. Hourly Rates for Aircraft

Until further notice, the Hourly Reimbursement Rates paid for the use of aircraft assigned to CAP Tow Target Units in the performance of authorized missions will be as shown in Column 2 of the Schedule of Hourly Rates presented in paragraph 5 hereof.

4. Stand-By Allowances for Aircraft

Until further notice, the Daily Stand-By Allowances paid for the use of aircraft on duty with CAP Tow Target Units or dispatched therefrom on official missions elsewhere will be as shown in Column 2 of the Schedule of Daily Stand-By Rates presented in paragraph 6 hereof. These allowances will be paid for each day, including the day the plane takes off from its home station under orders to report for duty with a Tow Target Unit, until the plane returns to its home station at conclusion of service, regardless of whether the aircraft is engaged in flight.

5. Schedule of Hourly Rates

(1) *H.P. Range	(2) Reimbursement	(3) Depreciation	(4) Crash and Liability Insurance
50-60	\$ 5.219	\$ 2.00	\$.661
65-75	6.076	2.50	.857
80-120	9.557	3.50	1.844
125-165	13.369	5.00	2.243
175-220	14.682	5.00	2.635
225-245	17.151	5.00	3.223
250-295	20.226	6.25	4.007
300-345	24.938	7.50	5.981
350-395	29.926	8.75	7.157
400-445	36.811	10.00	8.333

* To determine the Hourly Rates to be paid for the use of airplanes assigned to Tow Target Units, the horsepower rating (maximum, except take-off) recorded by the Civil Aeronautics Administration for each such airplane will be used. The manufacturer's horsepower rating of an engine is not necessarily the same as the "maximum, except take-off" rating recorded by the Civil Aeronautics Administration.

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6. Schedule of Daily Stand-By Rates

(1) <u>H.P.</u> <u>Range</u>	(2) <u>Daily</u> <u>Allowance</u>	(3) <u>Ground</u> <u>Insurance</u>
50-60	\$.168	\$.235
65-75	.225	.315
80-120	.505	.707
125-165	.618	.865
175-220	.730	1.022
225-245	.90	1.26
250-295	1.125	1.575
300-345	1.687	2.361
350-395	2.025	2.835
400-445	2.362	3.306

7. Insurance

a. Complete information relative required CAP insurance coverage and procedure is presented in General Memorandum No. 61-B, this Headquarters, "Insurance Information", 1 July 1944. The hourly rates for crash and liability insurance for aircraft engaged in CAP tow target and tracking operations are set forth in Column 4 of the foregoing Schedule of Hourly Rates. These scheduled insurance rates are 10% less than the normal rates. This 10% deduction is predicated upon the appointment for each unit of a sole insurance agent who has agreed to such reduction in commissions.

b. No personal accident insurance is included under the Civil Air Patrol Special Insurance Policy. However, protection is available under the War Civilian Security Program (WCSP), which affords payments covering medical care and also certain disability and death benefits. Such benefits are in the form of monthly cash payments with a maximum of \$85.00 per month. In addition, medical care and hospitalization are available at Army hospitals to CAP members on official active duty assignment for the armed forces.

c. The daily rates required to be paid for ground insurance for aircraft engaged in CAP tow target and tracking operations are set forth in Column 3 of the foregoing Schedule of Daily Stand-By Rates. The stand-by allowances shown in Column 2 of said schedule will be applied to the cost of the ground insurance, the difference being made up from the hourly reimbursement paid by the Government for the use of the aircraft.

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8. Payment of Aircraft Expenses

Except for the services rendered by mechanics and other service personnel assigned to duty with Tow Target Units, all expenses, both tangible and intangible, incident to the operation, inspection, maintenance, overhaul, repair, depreciation, replacement, and insurance of aircraft on duty with said units will be paid out of the payments made by the United States Government on the basis of the Hourly Rates for Aircraft herein set forth in paragraphs 3 and 5 and on the basis of the Stand-By Allowances herein set forth in paragraphs 4 and 6 as no other payments will be made by the Government for the use of said aircraft.

9. Operation and Maintenance Pool

Of the amounts paid for the use of aircraft assigned to CAP Tow Target Units, both in the form of Hourly Reimbursements and in the form of Daily Stand-By Allowances, the amounts herein specified for depreciation will be paid to the owners of the aircraft, and the amounts specified for insurance will be used for that purpose. The balances remaining after such payments may be placed in a general pool to be used for the purpose of defraying expenses incident to the operation and maintenance of said aircraft.

10. Submission of Vouchers

a. All Per Diem and Airplane Vouchers will be submitted to National Headquarters as of the fifteenth and last day of each month. Stand-By Allowance Vouchers will be submitted to National Headquarters as of the last day of each month. No vouchers calling for payments in excess of the rates scheduled herein will be approved, nor will payments be approved for personnel or airplanes exceeding the authorized strength.

b. In the preparation of vouchers, the only functional titles used in referring to personnel assigned to Tow Target Units will be the titles listed in paragraph 2 hereof.

By direction of National Commander JOHNSON:

Harry H. Blee
 HARRY H. BLEE
 Colonel, Air Corps
 Operations Officer